



**YALETOWN: A FUTURE OF
PRESERVATION AND CHANGE**

August 1980

ACKNOWLEDGEMENTS

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Vancouver's warehouse district, commonly known as Yaletown, is a distinct part of the downtown peninsula and should be retained. The retention of Yaletown should not be as a "historic artifact"; instead the area must be re-interpreted within Vancouver's future development. The public sector should guide this process and enable the private sector's development of Yaletown to its highest and best use within a framework which preserves this unique part of the City. This study is designed to identify the particular character of Yaletown, examine surrounding influences which will affect its future, and make recommendations to encourage viable preservation within a context of change.

SUMMARY OF RECOMMENDATIONS

1. The present Character Area Guidelines should be amended so that Yaletown no longer retains the status of "Potential Character Area". Instead it should be clearly defined as a character area. In addition, the 300 block of Drake Street should be included in Yaletown.
2. The City Planning Department, City Engineer, Urban Transit Authority and Social Planning Department should examine the impact of the present zoning, surrounding developments i.e. B-C. Place, transportation and community service requirements specific to Yaletown. This information should lead to an area development plan which should be incorporated into the new core area plan.
3. A special zoning district emerging from the area development plan should be established so that Yaletown may retain its essential character and at the same time, be enhanced by future development. Appropriate design guidelines of an inclusionary nature for signs, building materials and architectural composition should guide alterations and new construction in the district.
4. A Yaletown Development Board should be created to administer the area development plan, advise on changes in the district, review development proposals and encourage renovation activity. The seven member board should comprise two property owners, two tenants or residents, an architect, a developer, a representative from U.B.C. (of either History, Architecture or Engineering Departments) and the Local Area Planner should serve as the Non-voting Secretary.
5. A detailed survey of Yaletown's physical components i.e. buildings, should be undertaken in order to identify the present condition, renovation potential of the area and enable the City to respond positively to future development applications.
6. The business surveys conducted in Yaletown in 1971 and 1976 should be updated so that an assessment of changes (i.e. demand for rail transport, desirability of location and type of business) might occur based upon recent data.
7. A local area planner should be assigned to assist the Yaletown Development Board and co-ordinate activities with property owners, and the City Planning Department in order to develop an appropriate and on-going program for Yaletown.

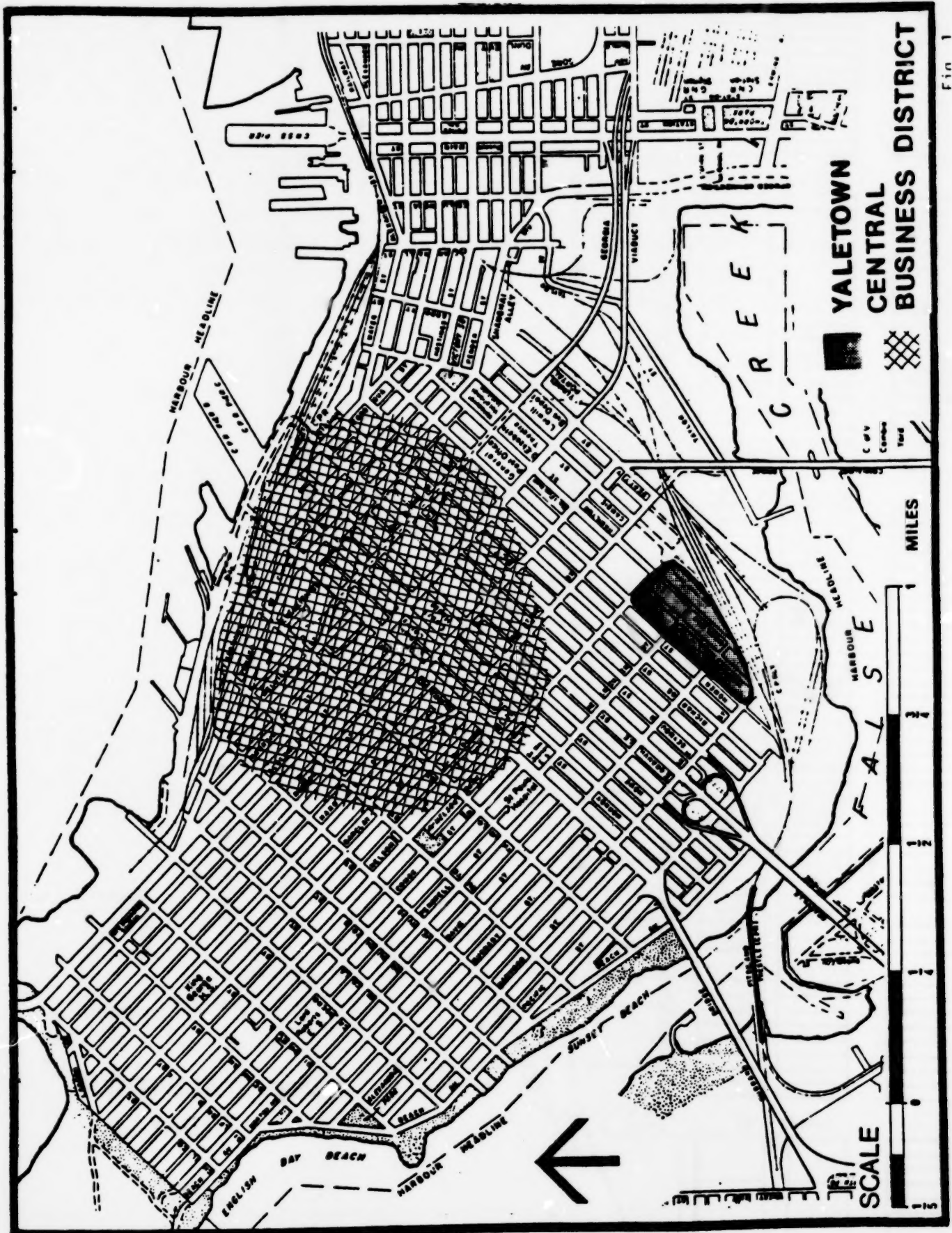
I. INTRODUCTION

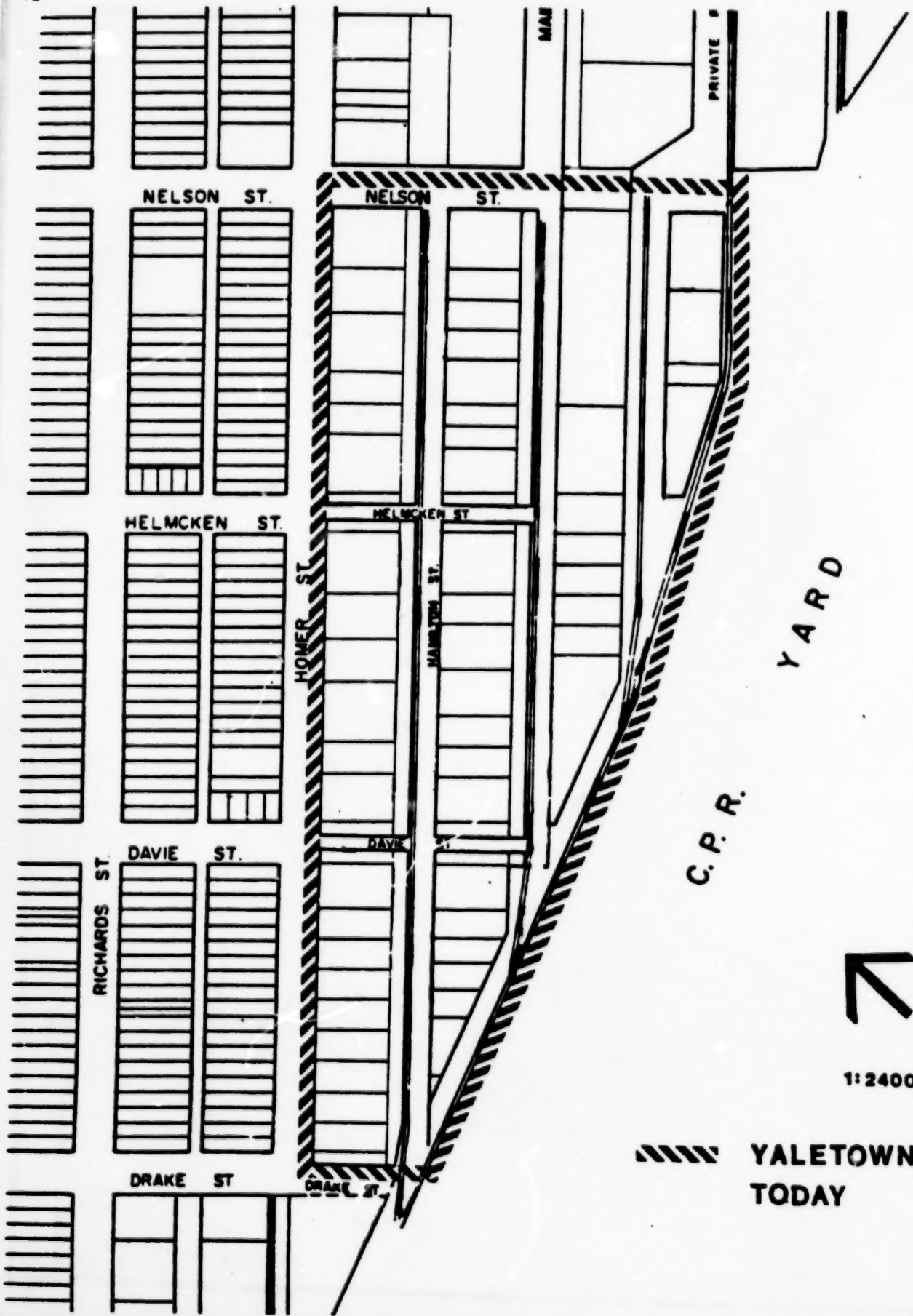
Yaletown, Vancouver's warehouse district, is a unique part of the City which has remained virtually intact since the early 20th century. Recently the area has been in transition; offices now occupy renovated warehouses and with the pressures of surrounding developments such as B.C. Place and the Amphitheatre, further change in the area is inevitable. The opportunity to examine Yaletown at this time is a result of two factors: a renewed interest due to development on the adjacent sites, and the generosity of Daon Development Corporation which provided expertise and a fellowship for this study of Yaletown.

The objectives of this study are to:

- Identify the essential elements of Yaletown that merit retention;
- Consider existing and potential positive and/or negative influences on the area;
- Formulate a list of questions which need further investigation regarding of Yaletown's economic future;
- Identify actions if any, which the City should take to reinforce the unique character of Yaletown.

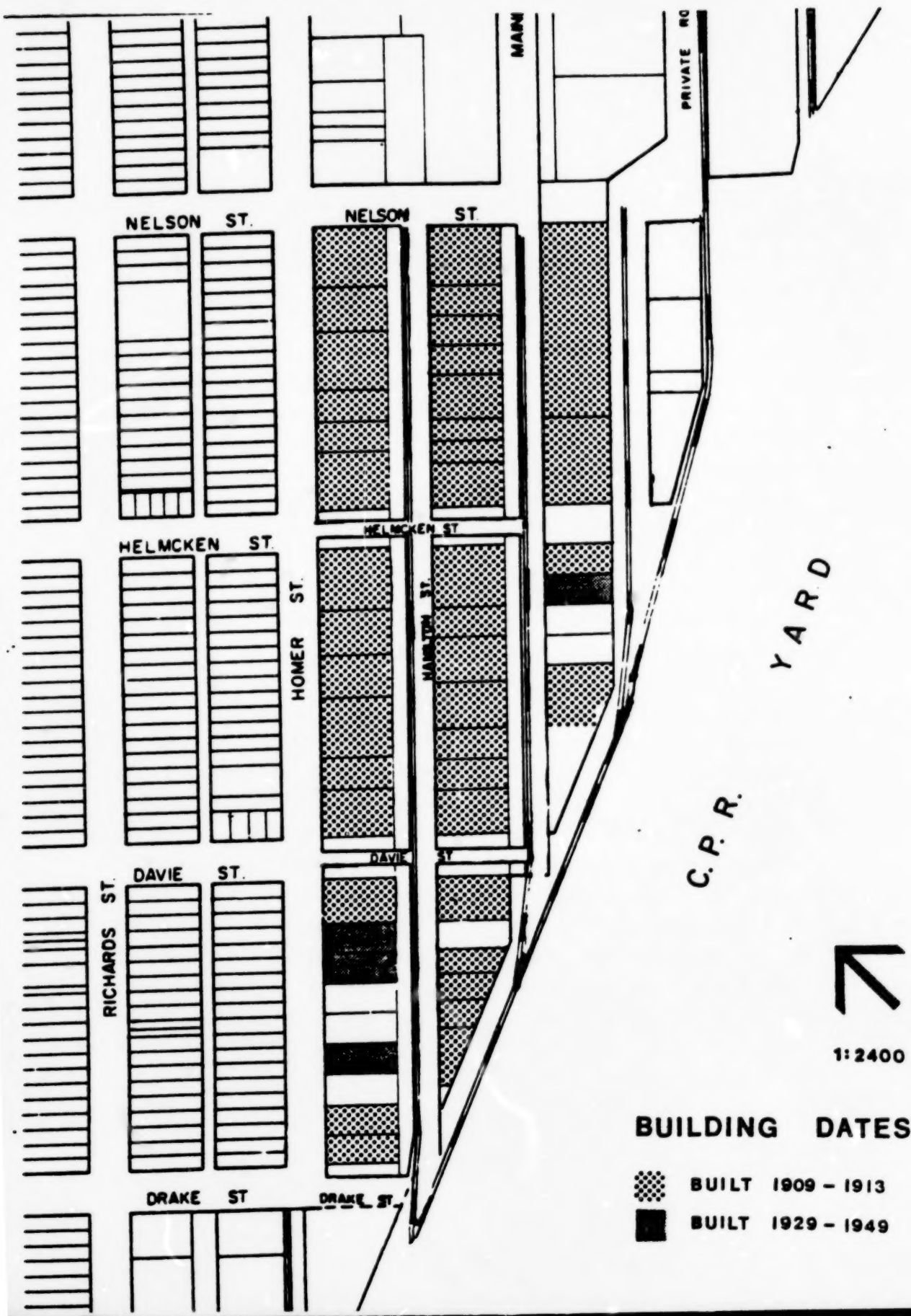
As an eight block area located between Nelson, Homer and Drake Streets adjacent to the CPR lands on the North Shore of False Creek, Yaletown is a clearly defined part of the downtown core. (Figs.1 and 2) Its homogenous architecture, similar use of materials, continuous loading bays and moderate density distinguishes it from the surrounding areas. This internal consistency is due to the fact that these warehouses were built about the same time, between 1909 and 1913, with few alterations or additions since only four buildings were constructed between 1929 and 1949.





The name Yaletown referred originally to an area north-west of the present location bounded by Granville, Pacific, Homer and Smithe Streets. This community began when the CPR moved its headquarters from Yale B.C. to Vancouver in 1886. At that time, workers transported their houses on flatcars from Yale to outside the Vancouver city limits on the North Shore of False Creek. By 1887 a working class district known as Yaletown was well established. Very little remains of this settlement aside from the Yale Hotel on Granville Street and a few scattered homes in the Southern Slopes area. When the original Yaletown was at its peak, the warehouse district, today's Yaletown, was still a forest. It was not until 1908 that the area was divided into blocks and lots. Rapid development followed and by 1913 the majority of warehouses had been constructed (Fig. 3).

In a city of rapid change and growth like Vancouver, it is important to retain historic areas such as the existing Yaletown. Not only do they contribute to the aesthetics of the city by adding colour and texture to the skyline, but more importantly, these areas provide a physical link with the past. In this respect Yaletown presents an opportunity to experience a radically different urban environment within its original context. In addition, these masonry warehouses are structurally sound and various developers have found it advantageous to renovate and re-use them. A wide variety of uses - office, commercial, light industrial and residential - can be accommodated in these buildings which have a combined floor space of 1.5 million square feet. For these reasons, the forces of change must be balanced with the commitment to retain Yaletown's essential character within a framework which will permit viable development and new uses in the area.



BUILDING DATES

- BUILT 1909 - 1913
- BUILT 1929 - 1949

II. IDENTIFICATION OF ESSENTIAL ELEMENTS IN YALETOWN

Yaletown is a highly visible part of the downtown peninsula in Vancouver. Through a combination of unique elements, the area evokes a particular sense of time and place. In other words, the sum total of elements - brick buildings, loading bays, and narrow streets, for example - is more important than the individual components. The manner in which these elements are combined renders an impact on the viewer and thereby enables the visual communication of a distinct neighbourhood¹. For Yaletown it is the specific elements, in addition to the general characteristics, which create the particular ambiance of the area.

A. SPECIFIC ELEMENTS

A combination of specific elements from the physical fabric and together they create the particular "character" of Yaletown. For purposes of discussion, these elements have been grouped into two sections based upon their locations - buildings and streets.

Buildings

The most significant aspect of the buildings in Yaletown is their ability to define boundaries and streetscapes for this compact area. Individually they do not distinguish themselves in architectural terms; instead it is their group presence which is important. A number of buildings such as 1038 Hamilton and 1152 Mainland (Figs 4 and 5) have interesting brick details and large areas of fenestration, however, the majority are more mundane and without ornamentation which reflects their former industrial utility.

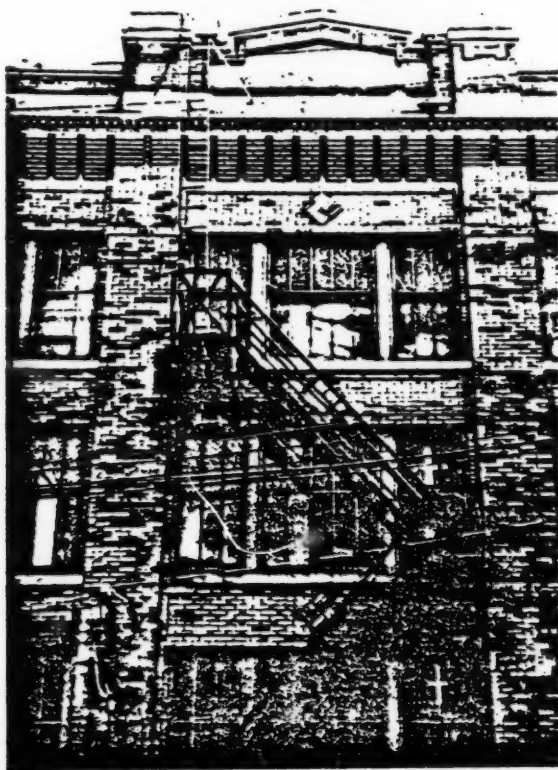


Fig. 4 1038 Hamilton Street

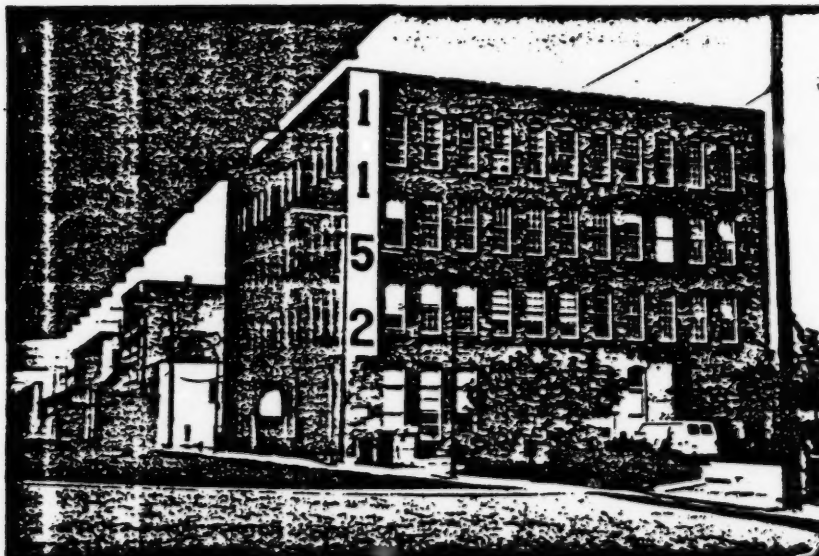


Fig. 5 1152 Mainland Street

Visually, the buildings create a strong image with the following characteristics:

- a homogeneous design due to the fact that most buildings were constructed at the same time and subsequent alterations have been minimal;
- a continuous row of buildings built with common walls and without back lanes;
- a common scale between the various buildings which although variable in height (between 2 and 6 storeys), share comparable bulk and massing;
- large floor to floor heights which increases fenestration on the exterior and provides uninterrupted space in the interior;
- similar colours and textures of building materials, notably brick, rendered concrete and glass;
- large permanent canopies project from the rear of various buildings along Mainland and Hamilton, emphasizing the loading and transport functions of the area;
- fire escapes on the front facades;
- simple architectural details such as cornices, string courses, signs and entrances, which are a part of the overall design.

Streets

The streets within Yaletown serve two purposes - as channels for movements of vehicles and goods and as links between the rows of warehouses. Nelson, Homer and Drake Streets serve an additional purpose as edges for Yaletown. (Figs. 6 and 7) Two streets, Mainland and Hamilton, form central spines and connect the northern and southern ends of Yaletown. Like the buildings, the streets have remained relatively intact since the early part of the century, with the exception of new lighting, signs and pavement. Again, it is a combination of elements which creates the historic character of Yaletown.



Fig. 6 Southwest Edge of Yaletown at Drake and Mainland Streets



Fig. 7 Northern Edge Along Homer Street

Its particular streetscapes are a result of:

- the presence of 24 foot wide by 4 foot high loading bays along the north side of Hamilton and Mainland;
- railway tracks which run parallel to the loading areas and buildings;
- the narrowness of the sidewalks and roadways;
- overhead wiring and telephone poles which line the streets, further defining the historic character of the area within its specific time and place;
- the absence of street amenities such as trees or benches emphasizes the industrial and commercial use of the neighbourhood;
- various layers of asphalt and red brick paving on the road and loading dock surfaces are a result of repairs;
- vistas at the end of streets (the Main Post Office to the east or False Creek to the south) contribute to a contrast between the enclosed spacial organization of Yaletown and the surrounding area.

The buildings and streets form a unit which creates a unique spacial relationship. (Fig 8)



Fig. 8 Streetscape on Hamilton

Narrow canyon-like streets with overhead wiring, and loading bays complement the flat building facades and large canopies. All these components are well integrated with one another as well as over the larger context of the eight block area. This phenomenon is clearly visible in the sloping topography of Yaletown. The land slope is utilized in the building and street design. Often the first floor on the front facade of the buildings is the second floor at the rear. (Fig 9)

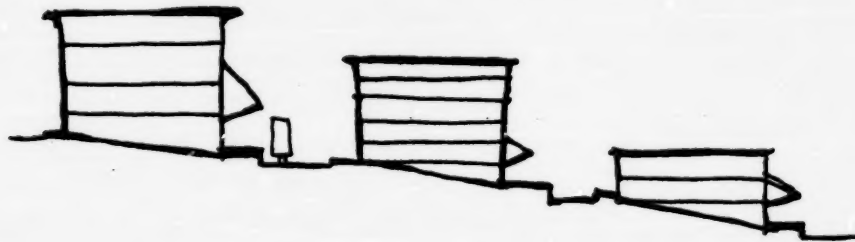


Fig. 9 Cross Section of Buildings in Yaletown

B. General Characteristics

Together these elements create the general ambiance of this warehouse district. A coherent architectural design, due to buildings of similar use and structure, common and party walls, and similar streetscapes, distinguishes Yaletown from the surrounding areas. In addition, clearly discernable boundaries reinforce the sense of locality and contribute to the overall quality of this neighbourhood. For Yaletown, as with other warehouse districts in Seattle or Winnipeg, for example, the area as a whole is more important than the sum of the individual parts.

C. Considerations for Preservation

An identification of elements which create the particular character of Yaletown is an important basis for discussion. In addition, key issues arise - why should these elements be retained? What if the area is destroyed tomorrow?

Within the context of a rapidly changing city these are real concerns since existing structures are often replaced in the name of progress. Not all old buildings can nor should be retained, however, complete demolition of a neighbourhood should not be the only alternative. It is the juxtaposition of old and new, small and large, brick and steel, which gives our cities their particular character and diversity. The personality of various areas of the city - Granville Island, Chinatown and Gastown - create a general interest in the urban environment. Similarly, Yaletown as an integral part of Vancouver, is an area whose scale, texture, age and purpose contributes to the overall character of the city.

Yaletown's future should be considered from an historic as well as an aesthetic viewpoint. The area's unique sense of time and place as a part of Vancouver's early development creates its historic merit. Although the predominant use has changed from warehouses to offices and mixed use buildings, the original physical fabric has been retained. This should encourage its continued adaptation rather than signal its demolition as future development occurs in and around Yaletown.

Secondly, from a structural viewpoint, Yaletown's buildings are in good condition. For purposes of retaining the district, this is an essential consideration for without a sound physical fabric, the potential for re-use is greatly reduced.

Thirdly, these warehouses provide an important element of visual diversity in the downtown area. Aesthetically, Yaletown is a unique

section of Vancouver's core and thereby contributes to the general character of the City. It should be remembered that whether individual elements are restored or not is a peripheral issue, providing the total sense of identity is present.² This essential unity of parts is a major asset of Yaletown, and merits careful consideration since without it the particular character is in jeopardy.

In general, Yaletown is affected by economic and social trends which influence the desire to renovate and preserve its building. The economic viability of upgrading a warehouse or converting it to a new use is an essential consideration and ultimately, it will be one of the principal factors which determines Yaletown's future. Both locally and nationally, the current economic situation including interest rates, cost of materials and labour, will affect both the desirability and feasibility of retaining these warehouses for storage purposes on as structures for adaptive re-use.

The location and renovation potential are important for both economic and social reasons. Since Yaletown is close to both the downtown core and the West End, its geographic location should be viewed as a potential asset for future development. Together the location and unique character of the area are influential, particularly in light of a growing interest in inner city living.

Rehabilitating industrial buildings for office and residential uses has been successful in cities such as New York, Boston, San Francisco and Toronto. (See Appendix B) Gradually in interest is developing in Vancouver and experience in other cities is a positive influence on this trend. As building rehabilitation becomes an economic reality it often benefits the surrounding neighbourhoods, conserves energy in the production of building materials, and provides a new public image for companies, while enabling each city to retain a part of its own heritage.

III. IMPACTS AND INFLUENCES ON THE AREA

In the future, both immediate and long term, Yaletown will be subject to a number of influences. Although their positive and/or negative impact within a given time period is difficult to assess, it is possible to identify these issues and comment on their potential influence.

A. EXTERNAL INFLUENCES

C.P.A. Lands and False Creek Development

Located to the south and southeast of Yaletown along the north shore of False Creek are approximately 100 acres owned by the CPR. In the near future, this property is to be developed for an amphitheatre, (a covered stadium), the Transpo '86 Exhibition site and B.C. Place. Although the exact location, program and construction schedule have not yet been determined, it is possible to assess generally the impact on Yaletown. Regardless of specific uses, certain situations could develop along the southern edge of Yaletown. They are summarized in the following scenarios and diagrams:



Fig. 10 Scenario A
Separation

- A. If new development is totally separated from Yaletown, due to a major roadway for example, both areas will remain insulated. Their distinct characteristics will be visible and the impact on Yaletown will be minimal.



Fig. 11 Scenerio B
Partial Integration



Fig. 12 Scenerio C
Total Integration

Southern Slopes

- B. Pedestrian links between Yaletown and the CPR site would serve as a method of partially connecting the two areas. This scheme presents a potential influence upon Yaletown, yet it is contingent upon the nature and extent of such connectors.
- C. Complete interconnection between the two areas through a system of roads and pedestrian routes would be detrimental to Yaletown. The insular quality of this neighbourhood would be threatened if all the present streets in Yaletown are extended into the CPR property.

Although the insularity of this warehouse district is essential to its character, complete isolation from future development in False Creek and the rest of the downtown business district would not be advantageous for Yaletown. Controlled integration as proposed in Scenario B is preferable to the other alternatives. This scheme reinforces the distinctiveness of Yaletown as an area and at the same time encourages its integration in the downtown core.

Surrounding Yaletown to the northwest, north and northeast, is a mixed use area known as the Southern Slopes. Presently an under-developed transitional zone of warehouses, offices and parking lots, the area is bounded by Robson, Seymour, Pacific and Homer with a

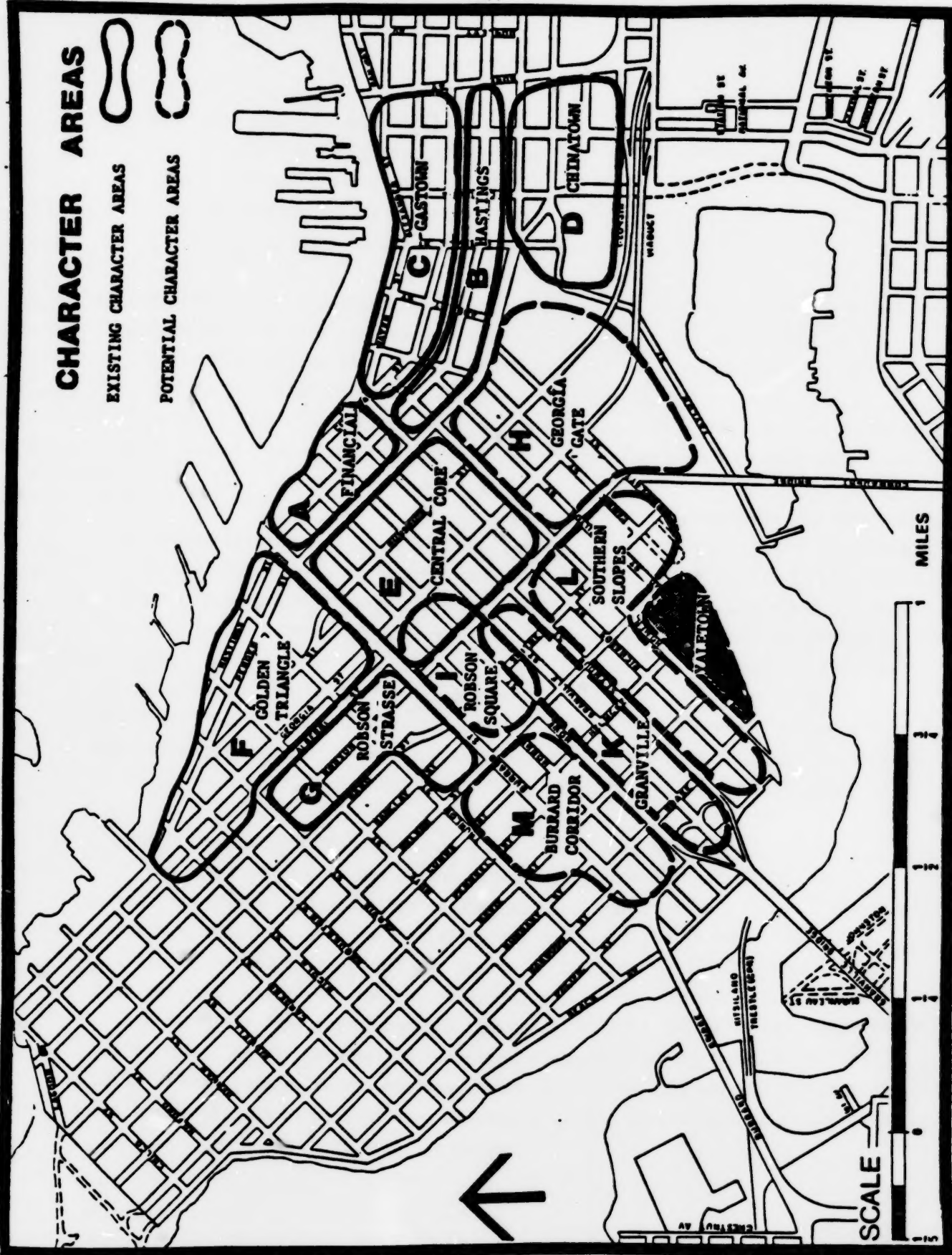


Fig. 13

southern part between Robson, Homer, Nelson and the CPR lands. (Fig.

The Downtown District Guidelines identify Southern Slopes as a potential character area whose assigned role is to:

Encourage mixed uses emphasizing offices (in the northern portion between Robson and Nelson) with provision for retail on Robson Street. South of Nelson, residential uses should be encouraged in support of the Granville Mall and Yaletown developments.³

This area is zoned in a similar manner to Yaletown; the floor space ratio is 3.00 with an additional floor space ratio of 2.00 for residential use.

Development in the Southern Slopes area, for example, an increase in residential use, could be positive or negative depending upon its interaction with Yaletown.

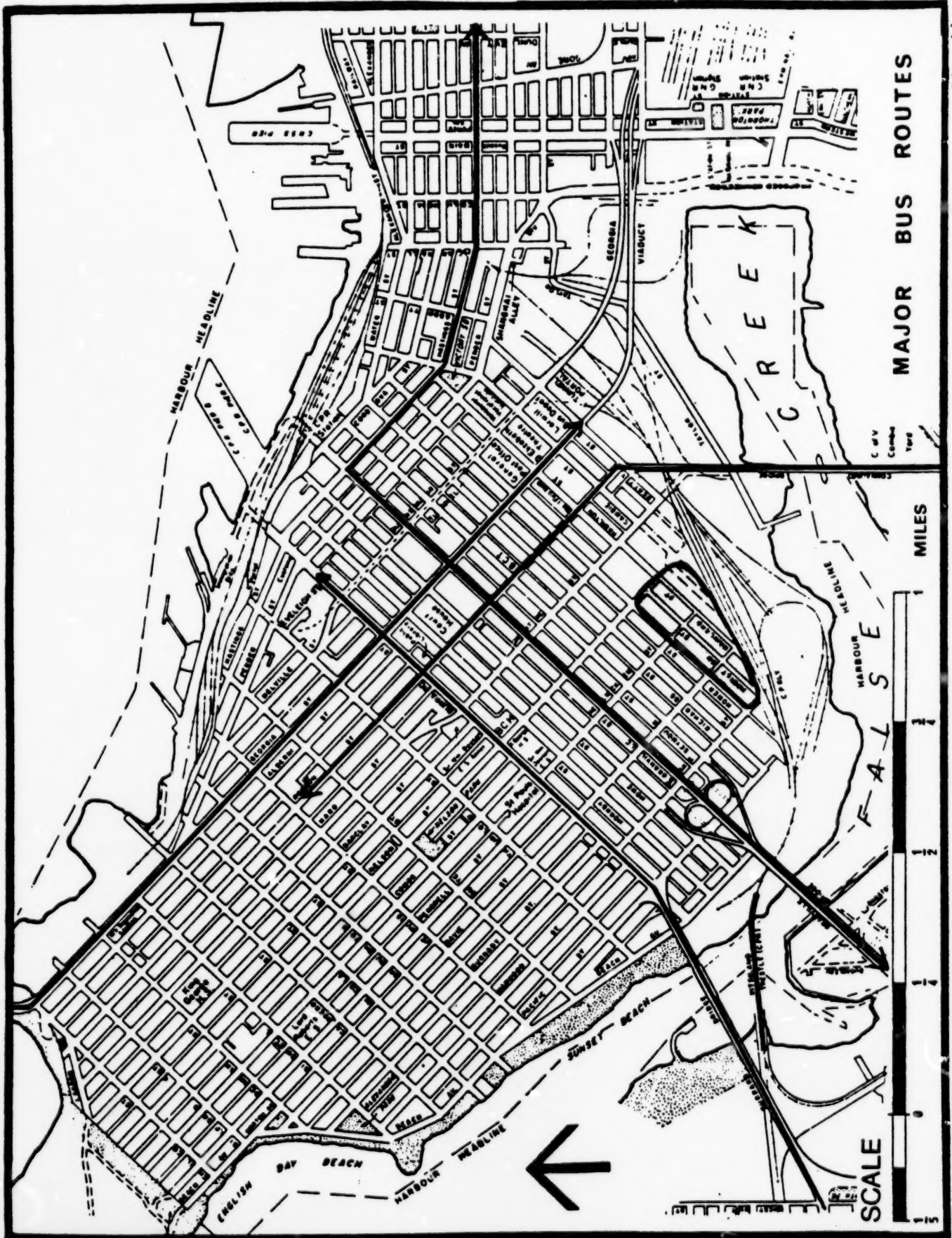
Transportation and Access to Yaletown

Change in the type of transportation and the routes in and around the area, are certain to influence this warehouse district. Currently, the area is insulated from extensive through traffic since it serves primarily as a pick up and delivery area. Over the past decade the demand for rail transport has continuously declined. In 1971, 40% of the firms required railway siding, and by 1976, this had been reduced to 25% of the businesses located in Yaletown.⁴

The conversion of warehouses for office and residential use and the development of property surrounding Yaletown will also affect circulation in the area. Traffic patterns are currently under review, notably regarding the proposed southern by-pass route.

Although its exact location remains uncertain this road will be designed to link Beach and Pacific with Beatty Street. If streets in Yaletown such as Davie and Helmcken are used to connect the new route with the Southern Slopes, the area will be adversely affected. Nelson or Drake, which already divert traffic from Yaletown are more suitable for through traffic. This would help to maintain the distinct quality of the district.

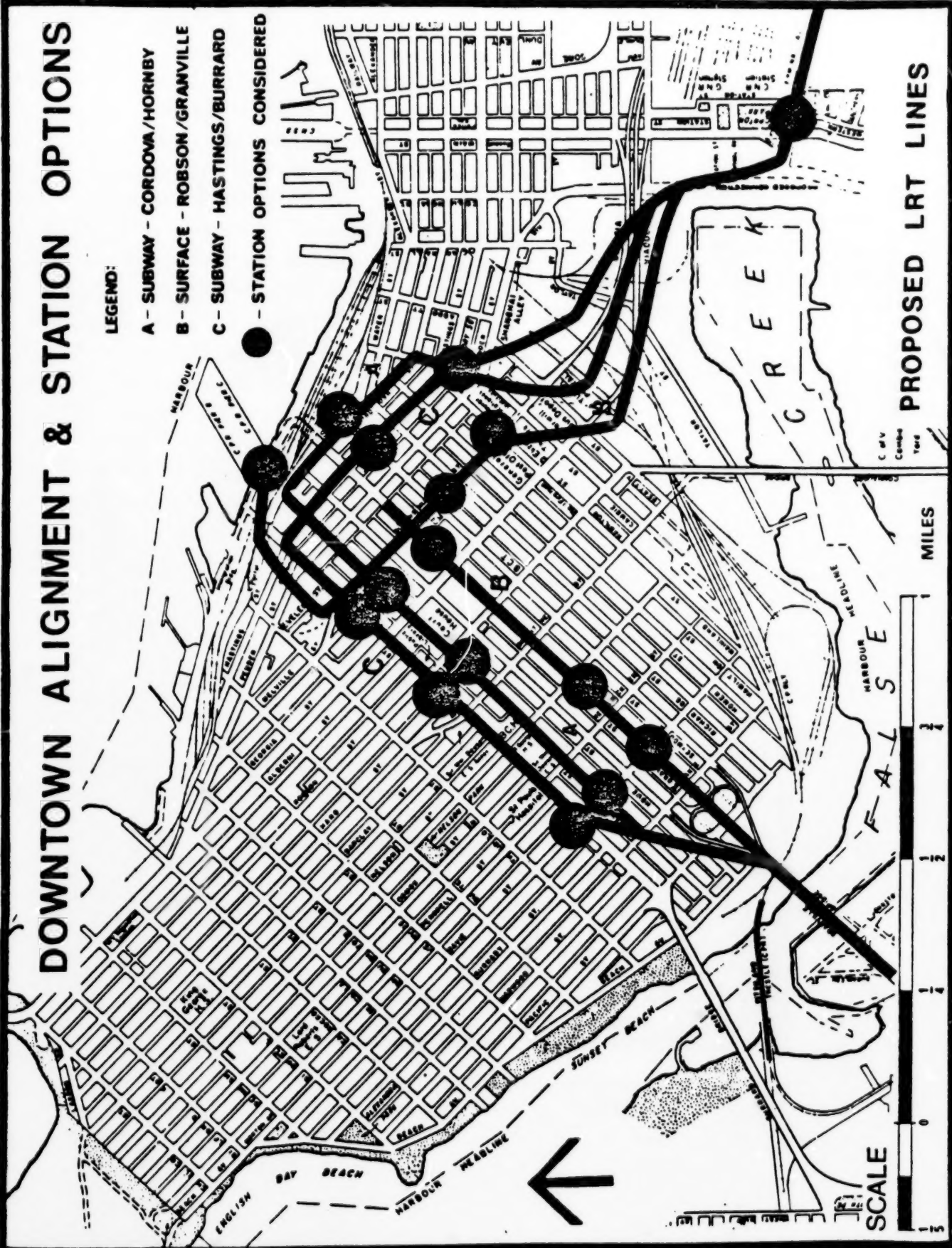
Public transit at the present time does not serve Yaletown conveniently. The closest bus routes are located on Richards, Robson and Granville Streets (Fig. 14). As well, the proposed L.R.T. line will not compensate for the current lack of bus service. (Fig. 15) A change in bus routes would improve the location of Yaletown for both office and residential use and at the same time, alleviate part of the parking shortage.



DOWNTOWN ALIGNMENT & STATION OPTIONS

LEGEND:

- A - SUBWAY - CORDOVA/HORNBY
- B - SURFACE - ROBSON/GRANVILLE
- C - SUBWAY - HASTINGS/BURRARD
- - STATION OPTIONS CONSIDERED



PROPOSED LRT LINES

Fig. 15

Parking

The current lack of parking is a major factor in this area. A few off-street parking spaces are available in Yaletown and on vacant lots in the adjacent areas such as Southern Slopes and the CPR lands. However, future demand will increase as warehouses are gradually converted to new uses. At the present time, inadequate parking facilities influence the desirability of Yaletown as an office/commercial and residential area. This has been observed by people who commute to Yaletown offices, visiting clients, and is, of course, readily apparent from the congested streets which were not designed for parked cars. Fig. 16



Fig. 16 Hamilton Street Near the Corner of
Helmcken

B. INTERNAL INFLUENCES

Yaletown as a
"Character Area"

As part of the Downtown District, Yaletown is regulated by the policies and guidelines of the area. The 1975 Downtown Guidelines describes Yaletown as a "Potential Character Area", due to its homogenous architecture. It's assigned role is as:

a medium density, mixed use area, which should include some residential uses, and provide some retail at grade. Change should be based mainly on the conversion of the older buildings to new uses.⁵

The character area guidelines also make recommendations to encourage compatible design for new buildings, preserve the street end views to False Creek and introduce through block pedestrian ways - since these guidelines set policy with which to review development request, they are influential on Yaletown.

Zoning in Yaletown

Another influence on Yaletown is the current zoning outlined in the Official Development Plan. As stated;

The maximum density for any non- residential use shall be floor space ratio - 3.00; however, an additional floor space ratio of 2.00 may be permitted for residential use.⁶

In addition, throughout the Downtown District, residential floor area may be substituted for commercial floor area providing the total residential density does not exceed 3.00.⁷

These policies were adopted to reflect the desire for moderate growth downtown and to encourage residential use in the area. It does not take into account the specifics of Yaletown's warehouses, some of which exceed the maximum floor space ratio of 5.00. This regulation of density influences the feasibility of preserving and eventually converting these warehouses to new uses since most of the existing structures are complying with the regulations despite the constraints. In the near future, it may be advantageous to remove the present 3.00 + 2.00 F.S.R. with specified uses and replace it with a 5.00 F.S.R. Thus allowing more flexibility in the use of each building.

Vancouver Building
By-Law

Another factor which influences the retention of existing buildings and the rehabilitation process is the City Building By-Law (No. 5190). This By-Law includes the National Building Code of Canada which the City adopted in 1977, and seismic requirements. Both influence the cost and architectural design of retaining existing structures, and are often viewed as a negative factor when buildings are renovated or converted to new uses.

In an endeavour to rectify this discrepancy, the City adopted alternatives to the National Building Code, in February, 1980. These additional sections of the Building By-Law are designed to facilitate the renovation and upgrading process by providing reasonable requirements which are physically feasible, in an existing structure. (See Appendix) These special regulations include requirements for fire resistance, a mandatory structural analysis and compensatory relaxation for buildings with sprinkler systems. While continuing to maintain a high level of public safety, these regulations are designed to facilitate building renovations through the use of more applicable codes. In terms of an influence on Yaletown, some architects and planners view the building codes and seismic regulations as a deterrent, while others view them as a part of the rehabilitation/conversion process.

Heritage Legislation

At all levels of government - Federal, Provincial and Municipal - legislation plays an influential role in the development of Canada's historic resources. As a result, buildings and areas of heritage merit are preserved or demolished within the existing legal framework. In Canada, the jurisdiction over historic buildings and sites lies primarily with the provinces. This distribution of power originated with the British North America Act of 1867 which gave the provinces jurisdiction over "property and civil rights" including the preservation of cultural resources. Therefore, in order to examine the potential influence of legislation on

an area such as Yaletown, it is appropriate to consider briefly the provisions which encourage and discourage preservation activity.

Two parts of the existing legislation - the National Building Code and the Federal Income Tax Act - have a direct impact on the future of Yaletown. These two topics are of direct concern to professionals throughout the country who are involved with various aspects of the built environment.

National Building Code

At the present time the National Building Code is substantially directed toward new construction. Often it is difficult for existing structures to conform to regulations (such as no timber construction above 40'), due to their original design and the cost of implementation. It is for this reason that Vancouver has amended the Municipal by-law in order to accommodate the particular features of older buildings in the code requirements.

Income Tax Acts

Another factor which influences the desirability and economic viability of retaining existing buildings in this country are the Federal and Provincial Income Tax Acts. Currently, these acts do not provide an incentive for building rehabilitation, instead they favour demolition since the "lost" building is entirely tax deductible. Accelerated depreciation and tax deferment are not available in Canada, further discouraging the reuse of older structures.

In the future, if both the National Building Code and the Income Tax Act are amended to accommodate the specific requirements of old buildings, then the feasibility, both economic and architectural, of preservation will increase. For an area such as Yaletown, this could provide additional incentive for the retention and rehabilitation of these warehouses.



Fig. 17 Southeast Corner of Mainland and Helmcken



Fig. 18 300 Block of Drake Street

C. ECONOMIC CONSIDERATIONS FOR THE DEVELOPMENT COMMUNITY

Economic viability is an influential factor for the future of Yaletown in its present form. For this reason, it is essential to examine the economic issues which relate to the retention and re-use of existing buildings. The following series of questions endeavour to form a basis for considering relevant economic concerns. As well, they reflect interests of the private sector since this involvement will ultimately determine the extent of preservation and/or rehabilitation activity in the area.

1. LOCATION

- a) Is the building or property centrally located?
 - accessibility to the central business district
 - nearby transportation routes
 - adjacent development
- b) What are the disadvantages or constraints/
 - isolation from other development
 - surrounding neighbourhood
 - specific characteristics of the site

2. SUPPLY AND DEMAND

- a) For what type of use?
 - identification of potential demand e.g. office, commercial or residential use.
- b) When?
 - based upon market demands i.e. long and short term
- c) Influences on the project
 - impacts on the kind of use and timing involved due to variables such as B.C. Place
- d) Marketability
 - how can an appropriate market be created and satisfied?
 - the advantages and constraints of marketing renovated structures.

3. USE AND RE-USE

- a) Highest and best use - how can it be obtained?
- b) How can the existing sound buildings be re-used?
- c) Can this be achieved through renovation or rehabilitation?
- d) What is required to produce a satisfactory return?
- e) How can the market be satisfied given the existing structural appearance?
- f) Do the uses permitted within the existing zoning, F.S.R. requirements and building codes reflect community desires?
- g) What is the potential for a development mix?

4. COSTS

a) Hard Costs

- land and building acquisition
- additional services required
- basic upgrading due to building code zoning requirements and market demands
- construction costs

b) Soft Costs

- available financing
- architects and engineering fees
- lease up
- management

5. TO CONSERVE AND REHABILITATE OR NOT

The decision to proceed is based upon the following:

- a) Opportunities available
- b) Neighbourhood and surrounding area
- c) Condition of the existing structure and its anticipated economic life
- d) Cost of renovation versus cost of new construction in relation to economic return
- e) Pride
- f) Historic or aesthetic value

6. GOVERNMENT INVOLVEMENT AS A CONSIDERATION FOR INVESTMENT

A. MUNICIPAL

- a) Municipal planning process which encourages the highest and best use of buildings and land with preservation and/or renovation wherever possible.
- b) Techniques for preservation e.g.: heritage designation tax incentives, zoning and local building code relaxations
- c) Implementation of design guidelines and by-laws with standard administration for projects in the area and its surroundings.
- d) Identification of potential catalyst for an area such as Yaletown to aid co-ordination between public and private sectors.

B. PROVINCIAL

- a) The present and/or future impact from provincial heritage designation of individual buildings or an area. Does this restrict the development potential of the property?
- b) Co-ordination, between municipal and provincial projects, i.e. matching grants.

C. FEDERAL

- a) Economic viability of retaining buildings due to Federal Tax Legislation and National Building Codes.
- b) Federal presense in the area i.e. CMHC funding, matching grants, federally-owned buildings.
- c) Heritage Canada's commitment to preservation i.e. involvement in pilot projects for building rehabilitation.

V. CONCLUSIONS AND RECOMMENDATIONS

At the present time, Yaletown is in a state of transition. A number of warehouses have been imaginatively converted to office space, 1132 Hamilton (Figs. 19 and 20), yet the majority are still used for commercial purposes. Fourteen out of forty-two buildings in the area currently have space for rent, lease or sale. This is indicative of change in the area which undoubtedly will become more evident as surrounding developments, especially B.C. Place, traffic circulation and economic trends influence Yaletown.

In this process of change, opportunity for involvement from both the public and private sectors currently exists. The City should provide the opportunity for private enterprise which is already active in Yaletown to develop further. However, a framework for rehabilitation, alteration, and new construction must be implemented in order to balance the goals of preservation and change within the public and private sectors. For this reason, the following conclusions and recommendations are submitted.

1. At the present time, Yaletown is a "Potential Character Area" as defined in the Downtown Guidelines. This does not fully recognize the uniqueness of, nor the future potential of Yaletown since it lacks official status as a "Character Area." As well, the current provisions for the area, i.e. its assigned role, design guidelines are somewhat vague.

THE PRESENT CHARACTER AREA GUIDELINES SHOULD BE AMENDED SO THAT YALETOWN NO LONGER RETAINS THE STATUS OF "POTENTIAL CHARACTER AREA". INSTEAD IT SHOULD BE CLEARLY DEFINED AS A "CHARACTER AREA". IN ADDITION, THE 300 BLOCK OF DRAKE STREET SHOULD BE INCLUDED IN YALETOWN SINCE THE ARCHITECTURAL DESIGN, SCALE AND USE OF THIS BUILDING IS IDENTICAL TO THE CHARACTER AREA. Fig. 18

2. Since a new core area plan is now in progress, there exists a good opportunity to plan for Yaletown's future development within the downtown area. Provisions for retention of Yaletown's essential elements e.g. buildings and streetscapes, could be integrated in the planning process and included in themunicipal by-laws instead of being labelled as a special "heritage" consideration.

THE CITY PLANNING DEPARTMENT, CITY ENGINEER, URBAN TRANSIT AUTHORITY AND SOCIAL PLANNING DEPARTMENT SHOULD EXAMINE THE IMPACT OF SURROUNDING DEVELOPMENTS I.E. B-C PLACE, THE PRESENT ZONING, TRANSPORTATION AND COMMUNITY SERVICE REQUIREMENTS SPECIFIC TO YALETOWN. THIS INFORMATION SHOULD BE LEAD TO AN AREA DEVELOPMENT PLAN WHICH SHOULD BE INCORPORATED INTO THE NEW CORE AREA PLAN.

3. Changes such as warehouse conversions and new construction are currently reviewed on an individual basis. This enables flexibility, but does not generally encourage an overall approach to the design requirements of Yaletown. One method of influencing future change is to designate the area as "Historic". Although this may facilitate the conservation of Yaletown's total ambiance, it may be detrimental to future development due to the difficulties of compensation. In any case, specific guidelines are essential in order that Yaletown retain its unique character.

A SPECIAL ZONING DISTRICT SHOULD BE ESTABLISHED, SO THAT YALETOWN MAY RETAIN ITS ESSENTIAL CHARACTER AND AT THE SAME TIME, BE ENHANCED BY FUTURE DEVELOPMENT. APPROPRIATE DESIGN GUIDELINES OF AN INCLUSIONARY NATURE FOR SIGNS, BUILDING MATERIALS AND ARCHITECTURAL COMPOSITION SHOULD GUIDE ALTERATIONS AND NEW CONSTRUCTION IN THE DISTRICT. (See Appendix)

4. Development in and around this eight block area is inevitable, however it can be appropriately regulated to benefit the public and private sectors. This requires an area development plan and on-going control of changes within the district in order to be effective.

A YALETOWN DEVELOPMENT BOARD SHOULD BE CREATED TO ADMINISTER THE AREA DEVELOPMENT PLAN, ADVISE ON CHANGES IN THE DISTRICT, REVIEW DEVELOPMENT PROPOSALS AND ENCOURAGE RENOVATION ACTIVITY. THE SEVEN MEMBER BOARD SHOULD COMPRISE TWO PROPERTY OWNERS, TWO TENANTS/RESIDENTS, AN ARCHITECT (AIBC REPRESENTATIVE), DEVELOPER, A UBC REPRESENTATIVE FROM EITHER HISTORY, ARCHITECTURE, ENGINEERING, AND THE LOCAL AREA PLANNER AS THE NON-VOTING SECRETARY.

5. The resources of Yaletown and its future potential remain undefined despite general awareness of the area. Concern for the neighbourhood should be based on knowledge of Yaletown's historic and physical development as well as present condition. This will educate the community to the value of this warehouse district and foster private investment based upon civic pride.

A DETAILED SURVEY OF YALETOWN'S PHYSICAL COMPONENTS I.E. BUILDINGS, SHOULD BE UNDERTAKEN IN ORDER TO IDENTIFY THE PRESENT CONDITIONS, AND RENOVATION POTENTIAL OF THE AREA.

6. Present use and future demand for Yaletown are essential consideration in developing a policy for the area. Current data is insufficient for an assessment of these factors, and as a result, commitment from both the public and private sectors has not been fully realized.

THE BUSINESS SURVEYS CONDUCTED IN YALETOWN IN 1971 and 1976 SHOULD BE UPDATED SO THAT AN ASSESSMENT OF CHANGES (I.E. DEMAND FOR RAIL TRANSPORT, DESIRABILITY OF LOCATION AND TYPE OF BUSINESS) MIGHT OCCUR BASED UPON RECENT DATA.

7. Commitment in Yaletown as an area with historic character requires civic action. Implementation of these and other recommendations must be co-ordinated between City Hall and the community in order to realize the potential of preserving unique sections of Vancouver.

A LOCAL AREA PLANNER SHOULD BE ASSIGNED TO CO-ORDINATE THE YALETOWN BOARD, PROPERTY OWNERS AND THE CITY PLANNING DEPARTMENT IN ORDER TO DEVELOP AN APPROPRIATE AND ON-GOING PROGRAMME FOR YALETOWN.



Fig. 19 Office Conversion at 1132 Hamilton



Fig. 20 Entrance of 1132 Hamilton Street

GLOSSARY *

Conservation	Protection, regeneration and productive use of our environment including buildings and sites.
Heritage	Historic, architectural and cultural associations which descend to future generations.
Infill	Building new structures between (and sometimes interconnected with) existing buildings.
Preservation	The process of saving historic and architecturally significant buildings and/or districts.
Reconstruction	Designing and constructing a replica of an earlier building which no longer exists.
Rehabilitation	Repairing a building; returning it to good condition with minimal alteration of original construction.
Renovation	Repairing a building, changing its appearance or form.
Restoration	Returning a building to its original appearance, paying particular attention to details and materials.

* From St. John's Heritage Conservation Area Study.
December 1976, page 215.

NOTES

1. William Murtagh, "Defining a Historic Building and District", a Paper given at the conference "Preservation and Building Codes" Washington, D.C. 1975, p.3.
2. Ibid, p.4.
3. Downtown Guidelines: Character Areas City Planning Department, 1975, p.22.
4. Survey of businesses in Yaletown conducted by the City Planning Department, June 1976.
5. Downtown Guidelines: Character Areas, 1975, p. 18.
6. Downtown District Official Development Plan By-Law No 4912, City Planning Department, 1975 p. 414.
7. Ibid,p. 414.

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A supplementary volume of Appendices to this report is available for reference at the library of the City of Vancouver Planning Department.

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